



N° D'IMPRIMÉ T 30138221

PROCÈS-VERBAL DE CONTRÔLE TECHNIQUE

EXEMPLAIRE REMIS A L'USAGER

| NATURE DU CONTRÔLE | | (3) DATE DU CONTRÔLE | | N° DU PROCÈS-VERBAL | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| Contrôle technique périodique | | 02/05/2025 | | 25097368 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (7) RÉSULTAT DU CONTRÔLE | | (6) DÉFAILLANCES ET NIVEAUX DE GRAVITÉ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Défavorable pour défaillances majeures | | Défaillances majeures : 1.1.14.a.2. TAMBOURS DE FREINS, DISQUES DE FREINS : Disque ou tambour usé AVG, AVD 5.2.3.e.2. PNEU : L'indicateur d'usure de la profondeur des sculptures est atteint AVG, AVD Défaillances mineures : 1.2.1.b.1. PERFORMANCES DU FREIN DE SERVICE : Déséquilibre AR 8.2.22.c.1. OPACITÉ : Le relevé du système OBD indique une anomalie du dispositif antipollution, sans dysfonctionnement important Code(s) défaut(s) standard(s) relevé(s) concernant le dispositif antipollution : P0071 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (8) LIMITE DE VALIDITÉ DU CONTRÔLE RÉALISÉ | | Kilométrages relevés lors des précédents contrôles techniques depuis le 20 mai 2018 : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 01/07/2025 | | 20/06/2023 : 66333 km / 18/06/2024 : 78111 km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| NATURE DU PROCHAIN CONTRÔLE | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Contre-visite | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU CENTRE DE CONTRÔLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT : S076T114 (9) RAISON SOCIALE : SASU ANALYSE AUTO BILAN PAVILLY (3) COORDONNÉES : 18 ALLEE DE LA COTONNIERE 76570 PAVILLY Tél : 02 35 92 29 29 - Fax : 02 35 92 29 29 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (9) IDENTIFICATION DU CONTRÔLEUR | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT : 076F0521 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| SIGNATURE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| IDENTIFICATION DU VÉHICULE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (2) Immatriculation et pays | Date d'immatriculation | Date de 1 ^{ère} mise en circulation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| FH-561-CN (F) | 20/06/2019 | 20/06/2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Marque | Désignation commerciale | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RENAULT | KANGOO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (1) N° dans la série du type (VIN) | (5) Catégorie internationale | Genre | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| VF1FW50S163122642 | N1 | CTTE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Type/CNIT | Énergie | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N10RENT562Y465 | GO | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Document(s) présenté(s) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Photocopie du certificat d'immatriculation visée par un commissaire-priseur ou un huissier de justice | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| (4) KILOMÉTRAGE RELEVÉ | | MESURES RÉALISÉES ET VALEURS LIMITES CORRESPONDANTES | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 84276 | | <table border="1"> <thead> <tr> <th></th> <th colspan="2">AVANT</th> <th colspan="2">ARRIERE</th> </tr> <tr> <th></th> <th>G</th> <th>D</th> <th>G</th> <th>D</th> </tr> </thead> <tbody> <tr> <td>Ripage (-8 à +8 m/km) :</td> <td></td> <td>-0.2 m/km</td> <td></td> <td></td> </tr> <tr> <td>Dissymétrie suspension (≤ 30%) :</td> <td>3 %</td> <td></td> <td>5 %</td> <td></td> </tr> <tr> <td>Forces verticales :</td> <td colspan="2">854 daN</td> <td colspan="2">533 daN</td> </tr> <tr> <td>Frein de service</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Forces de freinage :</td> <td>290 daN</td> <td>305 daN</td> <td>176 daN</td> <td>140 daN</td> </tr> <tr> <td>Déséquilibre (<20%) :</td> <td>5 %</td> <td></td> <td>21 %</td> <td></td> </tr> <tr> <td>Forces de freinage (efficacité) :</td> <td>290 daN</td> <td>305 daN</td> <td>176 daN</td> <td>140 daN</td> </tr> <tr> <td>Taux d'efficacité global (≥50 %) :</td> <td colspan="4">65 %</td> </tr> <tr> <td>Frein de stationnement Taux d'efficacité (≥18 %) :</td> <td colspan="4">22 %</td> </tr> <tr> <td>Émissions à l'échappement</td> <td colspan="4"></td> </tr> <tr> <td>Opacité des fumées(0.31 m-1)</td> <td colspan="2">C1:<0.1 m-1 C2:<0.1 m-1</td> <td colspan="2"></td> </tr> <tr> <td>Feux de croisement (-2.5 % à -0.5 %) :</td> <td colspan="2">-2.2 %</td> <td colspan="2">-2.4 %</td> </tr> </tbody> </table> | | | | | AVANT | | ARRIERE | | | G | D | G | D | Ripage (-8 à +8 m/km) : | | -0.2 m/km | | | Dissymétrie suspension (≤ 30%) : | 3 % | | 5 % | | Forces verticales : | 854 daN | | 533 daN | | Frein de service | | | | | Forces de freinage : | 290 daN | 305 daN | 176 daN | 140 daN | Déséquilibre (<20%) : | 5 % | | 21 % | | Forces de freinage (efficacité) : | 290 daN | 305 daN | 176 daN | 140 daN | Taux d'efficacité global (≥50 %) : | 65 % | | | | Frein de stationnement Taux d'efficacité (≥18 %) : | 22 % | | | | Émissions à l'échappement | | | | | Opacité des fumées(0.31 m-1) | C1:<0.1 m-1 C2:<0.1 m-1 | | | | Feux de croisement (-2.5 % à -0.5 %) : | -2.2 % | | -2.4 % | |
| | AVANT | | ARRIERE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | G | D | G | D | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ripage (-8 à +8 m/km) : | | -0.2 m/km | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Dissymétrie suspension (≤ 30%) : | 3 % | | 5 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces verticales : | 854 daN | | 533 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de service | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage : | 290 daN | 305 daN | 176 daN | 140 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Déséquilibre (<20%) : | 5 % | | 21 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Forces de freinage (efficacité) : | 290 daN | 305 daN | 176 daN | 140 daN | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Taux d'efficacité global (≥50 %) : | 65 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Frein de stationnement Taux d'efficacité (≥18 %) : | 22 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Émissions à l'échappement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Opacité des fumées(0.31 m-1) | C1:<0.1 m-1 C2:<0.1 m-1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Feux de croisement (-2.5 % à -0.5 %) : | -2.2 % | | -2.4 % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| INFORMATIONS SUR LE CONTRÔLE TECHNIQUE DÉFAVORABLE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PROCÈS-VERBAL N° : | DATE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| N° D'AGRÈMENT DU CENTRE : | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |